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INLAND BOAT SERVICE: FREIGHT RATES ON FARM PRODUCTS AND TIME OF TRANSIT ON INLAND WATERWAYS IN THE UNITED STATES.

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PURPOSE AND SCOPE OF INQUIRY.

The purpose of this inquiry was to collect information relative to freight rates and time of transit of farm products carried on inland waterways of the United States. It being impracticable to collect complete data, the inquiries were made to cover a large number of representative routes and commodities. The freight rates apply to September and October, 1912, when a large part of the agricultural products of 1912 was moving to market and, naturally, traffic on waterways would be relatively large. The freight rates by boat were obtained directly from captains, agents, and other officials of steamboat lines. Some reports for distances were also obtained from these persons, but mostly from the Chief of Engineers of the United States Army, who has charge of the improvement of waterways. For minor items and for verification other sources were used; they included notes made by the author at various times in the course of field work, information received through correspondence, and data gathered from various printed matter.

RIVER TRAFFIC DEFINED.

River traffic as discussed in this bulletin is to be distinguished from the traffic by coastwise vessels and on the Great Lakes. Conditions are different in many respects between the river transportation and that conducted by the large vessels on deep water. One point of difference lies in the size of the river boats as compared with the lake and coastwise vessels. A large freight steamer on the Great Lakes will carry as much as 400,000 bushels of wheat at one load. On June 30, 1912, the average gross tonnage of vessels on the Great

Lakes was 876 tons of 100 cubic feet, while the average for vessels on the western rivers was only 78 tons measurement. The carrying capacity of river steamboats is increased by the use of barges. This is especially true in the shipment of coal from the Pittsburgh region to New Orleans. From 30 to 50 or more barges, each carrying about 1,000 tons (of 2,000 pounds), may be moved by a single towboat. In ordinary river freight service, one or more barges may be taken, especially when a lot of lumber or brick is to be carried. The use of a large number of barges is not practicable in the Great Lakes or the coastwise traffic, because the rough water would make it difficult, if not impossible, to handle them. Towing is done on the Lakes and ocean, but the vessels towed are larger in size than the river barges and only a few are taken at a time.

RELATIVE IMPORTANCE OF RIVER TRAFFIC.

The relative importance of receipts by river as compared with the total receipts by rail and water of various farm products at leading river ports is shown in Table 1. A considerable fraction of the wheat and corn received at Baltimore, Md., comes from landings along rivers which are tributary to Cheapeake Bay and is carried partly by steamboats and partly by sail vessels. During the five years ending with 1912 these receipts by water at Baltimore ranged from 10 to nearly 30 per cent of the total receipts of wheat and from 3 to nearly 15 per cent of the total receipts of corn.

Cincinnati, Ohio, also has a large river trade in some products, notably tobacco. Of the total receipts of tobacco during the five years ending with 1908, from 10 to 20 per cent came by river boats. This applies to tobacco packed in hogsheads, which formed all but a small fraction of the traffic in that commodity. For other articles the relative importance of the river trade was not so great. During the five years mentioned about 5 per cent of the total receipts of eggs were brought in by steamboat. Apple receipts averaged from about one-third of 1 per cent of the total to more than 12 per cent. Relatively little of the grain brought to the city came by river, the average being considerably less than 1 per cent of the total. In regard to live stock, the river traffic in cattle constituted 1 to 2 per cent in each of the five years in question, while for sheep the average was between 2 and 3 per cent, and for hogs the average was about 4 per cent of the total receipts from all sources. Statistics of the river trade at Cincinnati have been given by the Cincinnati Chamber of Commerce for a long series of years, extending back at least as far as 1845. These statistics show the river trade when it constituted practically all of the commercial movements to and from Cincinnati, except produce hauled in wagons and live stock driven on foot; and

they trace the development of railroad traffic, together with the relative and the absolute decline of transportation by river.

One of the principal items in the freight received at St. Louis by boat is apples, which are brought in large quantities from Calhoun County, Ill. This county, consisting of a long strip of land bounded on three sides by the Mississippi and Illinois Rivers, has no railroads and depends upon river boats for transportation. In 1911, 54 per cent of the barreled apples received at St. Louis came by river, and in 1912 the river receipts exceeded 49 per cent of the total receipts by all routes. Also, from 2 to 5 per cent of the eggs, from 4 to nearly 7 per cent of the cotton, from $1\frac{1}{2}$ to 2 per cent of the sheep, and from $2\frac{1}{2}$ to $3\frac{1}{2}$ per cent of the hogs received at this city in 1908-1912 came by water.

Statistics of river trade at Memphis and New Orleans show relatively large receipts of cotton. At Memphis, during the five years ending with 1912, from 10 to nearly 14 per cent and at New Orleans from nearly 4 to more than 7 per cent of all cotton received was carried by boat.

MARKET VALUES OF PRODUCTS TRANSPORTED BY WATER.

Another basis of estimating the importance of steamboat traffic is the market value of products carried. The following approximate valuations are based upon average market prices at the respective cities where the produce was received, and are to be regarded merely as rough estimates. The wheat received by boat at Baltimore during the five years ending with 1912, at average prices of southern wheat, contract grade, was worth from \$600,000 to \$2,000,000 a year, and the corn receipts ranged from about \$200,000 to \$1,000,000, according to the prices paid for southern white corn.

At Cincinnati the receipts of tobacco by river averaged from \$1,500,000 to more than \$3,000,000 a year in 1908-1912; the cattle, hogs, and sheep were worth, at average prices, about \$750,000 to \$1,250,000 per year, while the eggs brought in by boat averaged \$150,000 to \$250,000.

Among the receipts at St. Louis during 1908-1912 whose value illustrates the importance of river traffic are apples, with an average annual value (disregarding the abnormally low receipts of apples in 1910) of about \$125,000 to \$775,000; eggs, worth \$150,000 to \$200,000 a year; cattle, sheep, and hogs, \$1,500,000 to \$2,000,000; and wheat, \$200,000 to \$500,000.

The annual receipts of cotton by river averaged \$5,000,000 to \$7,500,000 at Memphis and \$3,000,000 to \$7,000,000 at New Orleans in the five years just mentioned. Large quantities of other farm products were also received by river at these two cities.

SOME ADVANTAGES OF RAIL OVER RIVER.

While steamboat transportation is generally regarded as cheaper than rail, in practice the boats are at considerable disadvantage in some respects. A railroad car is free to move between any two railroad stations, while the steamboat is naturally limited to those places which it can reach. At terminals a car can be placed in any one of a number of advantageous positions. A car of wheat can be run into a grain elevator and unloaded over a grating, through which the grain is received by the elevating machinery and carried to the bins. A railroad car also may be placed alongside any one of a number of warehouses, to receive or discharge its load across a few feet of space; and it may be held for a day or so, if not longer, awaiting a convenient time for consignor to load or for consignee to unload. In regard to rates, as will be shown later, the steamboats do not always quote lower rates than are quoted by railroads.

SOME ADVANTAGES OF RIVER OVER RAIL.

Since the river is a public highway, there is an opportunity for competition among carriers which does not exist with rail traffic. In railroad business the roadway and terminals are regularly under the same management as the trains which use them, so that competition between two or more carriers over a single railroad is not to be expected. The fact that the river is a public highway makes it possible for persons of small capital to engage in transportation. Consequently sail vessels, gasoline launches, and small steamboats compete with larger boats for the traffic on many inland waterways. Sweet potatoes, watermelons, grain, and other commodities are brought into Washington and Baltimore from points from 100 to 200 miles distant by means of sail vessels and power boats. A considerable part of the produce sold at New Orleans is brought there by small boats, and on the river system opening into San Francisco Bay gasoline launches, sailboats, and other small vessels also share with the regular steamboat lines in the carrying trade. The opportunity offered to persons or companies of small capital to engage in transportation is one of the advantages of river over rail. These public waterways are used also by farmers to transport their own produce to market.

Another advantage of the river is the economy possible in a large part of the traffic, especially where relatively nonperishable articles are carried. The capacity of a boat can be increased or diminished greatly by attaching or detaching barges, so that a large load can be moved at a relatively low cost. In a large part of its business a boat can work much more cheaply than a railroad.

Frequently river transportation is quicker than rail. A consignment once loaded on a boat goes direct to its destination without being subject to delays occasioned by transfer from one carrier to

another or from the switching of cars. This applies, of course, only to shipments between points reached by the same boat and is true more for less-than-car-lot than for car-lot shipments. A carload carried by rail necessarily moves to its destination much more promptly than a small lot, which may have to be transferred from car to car in transit and possibly held for some days at various transfer points. The small lot moves as rapidly as the large one when shipped by boat, and, while the freight rate by boat is often lower for the large shipment than for the small, the difference between the two rates is usually not so great as it is in railroad traffic.

TERMINALS AND LANDINGS.

One striking difference between river traffic along the Atlantic slope and that in the Mississippi Valley is the different kinds of landings. On the tidal waterways of the Atlantic slope conditions require wharves to be built to enable boats to land and freight to be handled. This requirement naturally limits the landings to such places as regularly have traffic enough to justify the expense of building such a wharf. In the Mississippi Valley wharves are not only unnecessary for purposes of landing but are practically impossible to locate properly. The boat makes a landing by simply running alongshore and letting down the outer end of the landing stage, so that any part of a river bank which has no unusual obstruction may be taken as a landing. The great difference between the highest water level and the lowest and the uncertainty of the rise and fall of the river make it practically impossible to use fixed wharves at the river landings of the Mississippi Valley. However, wharf boats are established at principal landings and serve the purpose of a fixed wharf; and, since they rise and fall with the water level, they are in the right position to receive a steamboat alongside at any stage of the river.

The conditions which enable steamboats to stop at almost any unobstructed part of the bank make it possible for many farms on navigable rivers like those of the Mississippi Valley to have their own landings. On some rivers the landings actually used by steamboats are scarcely a mile apart, so that the entire country within hauling distance of the river has a large number of shipping points from which to select.

Convenient means of transfer between boat and rail are arranged at some terminals and at some intermediate landings as well. Railroad tracks, in some cases, are laid convenient to the steamboat landings and mechanical devices are used to facilitate transfer of freight from one carrier to another. There are many instances, of course, wherein improvement in transfer facilities is much needed, where the railroad tracks are inconveniently distant from the steamboat landing, and where few or no mechanical devices, other than

hand trucks, are used to facilitate handling of freight. In fact, most of the freight handled by rail or water is loaded and unloaded by means of hand trucks. Motor trucks for unloading or loading are found only in rare instances, but devices for assisting hand trucks up or down inclines and for moving heavier weights from one level to another are frequently used. At Riverton, Ala., an incline was built on the bank of the Tennessee River for the operation of a car by means of a steam-driven cable. This elevator transferred freight between the boats on the river and the railroad freight station up on the cliff. At any stage of the river this incline, of course, could be used, since it extended from the freight shed at the top of the high river bank to the lowest water level.

TYPICAL STEAMBOAT ROUTES.

ATLANTIC COAST.

The actual routes followed by steamboat lines in various parts of the United States have certain characteristics which differ according to location. The Hudson River has a variety of traffic. One class consists in the through service between New York City and Albany; another class of traffic is composed of numerous routes centering at various important cities along the way; and the canal-boat traffic on the way from the Erie Canal to tidewater, the boats being towed in groups each by a single tug. Among the farm products carried on this important waterway are grain, hay, fruit, and vegetables. Large quantities of wheat and corn are carried in canal boats on this river down to New York Harbor, the grain having been loaded at Buffalo.

Another important system of waterways is that of Chesapeake Bay and its tributaries. Traffic on this bay radiates from the principal cities—Baltimore, Washington, and Norfolk. The usual local steamboat trip from Baltimore begins late in the afternoon, the boat reaching the mouth of some river early the following morning, possibly some hours before daybreak. Here the first landing is made, which is followed by other landings up to the head of navigation. After a few hours at the terminus the boat starts on its return trip, often reaching the mouth of the river and entering Chesapeake Bay by nightfall and arriving at Baltimore early the next morning. This applies to a route of average length and of average distance from Baltimore. Some of the longer routes require 40 or more hours for transit one way, and on some of the shorter ones the round trip is made within a day. A great variety of produce is carried on these Chesapeake Bay routes. Grain, hay, and many kinds of fruits and vegetables constitute a large amount of traffic. From the lower part of the eastern shore of the bay sweet potatoes are shipped in such large quantities in the fall that they often make practically full

cargoes for the steamboats. Among other farm products received by water at Baltimore are tobacco from Patuxent River landings, live stock from the upper Rappahannock, and poultry and eggs from practically all the river routes.

Through service between Baltimore and Norfolk, Baltimore and Philadelphia, Norfolk and Washington, and between Norfolk and Richmond is maintained throughout the year by regular lines of boats. Over each of these routes the trip is made in a single night and the schedules are maintained as regularly as on railroads.

An important feature of Chesapeake Bay trade, as of some other waterways, is the large number of small craft, such as sail vessels, power boats, and small gasoline launches, which serve as common carriers on these waters. Early in July Baltimore Harbor swarms with such vessels bringing in the first of the wheat crop from the lower bay. They also carry a considerable amount of canned goods, water-melons, sweet potatoes, and other agricultural products. Their traffic in oysters, fish, lumber, railroad ties, and firewood is important also.

South of Virginia the Atlantic plain becomes wider and the navigable rivers extend farther inland, thus affording a wider reach from the coast for steamboat traffic than is afforded farther north. Steamboat traffic here begins to differ somewhat from the traffic on tidal waters and shows some points of resemblance to that of the Mississippi Valley. The long route from Baltimore to Fredericksburg, 285 miles, is not directly inland, but extends more than halfway parallel to the coast, the Rappahannock River itself measuring but 106 miles from its mouth to Fredericksburg; but from Savannah to Augusta the 202-mile route extends inland, as does the 370-mile route from Brunswick up the Altamaha and Ocmulgee Rivers to Macon.

Two isolated routes in the Atlantic coast region are worthy of mention. Lakes Champlain and George afford a highway for local traffic along part of the borders of Vermont and New York; and at the southern part of the Atlantic slope the Kissimmee River, with Lakes Kissimmee and Tohopekaliga, afford a steamboat route between the town Kissimmee and Fort Bassenger.

Numerous other routes are followed by steamboats on the inland waterways of the Atlantic coast and are mostly characterized by regularity of service and by lack of hindrances to navigation, except on the northern waterways in winter.

MISSISSIPPI VALLEY, INCLUDING GULF COAST.

The principal steamboat routes of the Mississippi Valley and Gulf coast may be grouped according to some central river port, as Cincinnati, St. Louis, Memphis, Vicksburg, New Orleans, or Mobile. From Cincinnati regular lines of boats extend up the Ohio River as

far as Pittsburgh and down the Ohio and Mississippi to Memphis; up the Ohio and Great Kanawha to Charleston, W. Va.; and an important line plies nightly between Cincinnati and Louisville. In addition to these, a number of other lines give regular service at Cincinnati. The longest route followed regularly from Cincinnati is the one to Memphis, 749 miles away. From Cincinnati to Pittsburgh the distance is 470 miles; from Cincinnati to Charleston, 263; and from Cincinnati to Louisville the distance is 128 miles.

From St. Louis regular lines reach to St. Paul on the upper Mississippi and to Memphis on the lower; and extend also up the Missouri River to Kansas City, up the Illinois to Peoria, and on the Mississippi, Ohio, and Tennessee Rivers to Waterloo, Ala.

Steamboat lines from Memphis reach points as far down the Mississippi River as Vicksburg, the up-river boats, as has been said, running from Memphis as far as St. Louis on the one hand and Cincinnati on the other.

Another important steamboat center in the Mississippi Valley is New Orleans. From this port steamboats serve landings as far up the Mississippi River as Vicksburg, and at least one line of boats follows the Mississippi, Red, and Black Rivers up to Harrisonburg, La.

Various other routes are followed through the network of rivers, bayous, and canals in the traffic between New Orleans and numerous towns and landings in southern Louisiana as far west as Bayou Teche and as far north as Red River. The variation in distances traveled by steamboats between New Orleans and St. Martinville on Bayou Teche illustrates the intricacies of the bayou routes. The trip by way of the Mississippi River and the Plaquemine waterways is 257 miles. By way of Harveys Canal, Bayou Barataria, Lake Salvador, Harang Canal, Bayou Lafourche, a private canal, Bayou Terrebonne, Barrows Canal, Bayous Black, Chene, and Boeuf, Berwick Bay, and Bayou Teche, the steamboat route is 192 miles; and by still another but shorter series of waterways the distance is reduced to 178 miles between New Orleans and St. Martinville.

Another group of steamboat routes from New Orleans consists of those reaching points on Lake Ponchartrain.

Of the many products carried on these various groups of steamboat routes from New Orleans, cotton may be taken as the typical commodity carried on the routes extending northward, sugar on the routes of the bayou region, and fruit and vegetables on Lake Ponchartrain.

Of the Gulf slope, as distinct from the Mississippi Valley proper, Mobile is one of the principal river ports. From this city steamboat lines extend up the Mobile, Alabama, and Tombigbee Rivers to Montgomery, Selma, Demopolis, and minor landings. Cotton is one of the most important agricultural products carried on these waterways.

The old route from New Orleans to St. Louis on the one hand, or to Cincinnati on the other, is no longer followed by any one line of boats. From the pioneer days of steamboating until a few decades after the Civil War, New Orleans was reached by lines terminating at St. Louis and Cincinnati, but with the development of railroads and improvement of their service steamboat traffic gradually changed in its nature, so that the bulk of the freight movement became local, and long-distance shipments grew less and less important. With the passing of the Anchor Line in the early nineties, St. Louis ceased to be connected with the city of New Orleans by any direct line of packets, and about 10 years later through freight service also ceased when the line of barges and towboats operated by the Mississippi Valley Transportation Co. went out of business. The through traffic consisting of large tows of coal barges, taken from Pittsburgh down to New Orleans, is not to be classed with regular steamboat-line service, which is conducted according to fixed schedules of arrivals and departures.

PACIFIC COAST.

One important system of waterways on the Pacific coast consists of the rivers emptying into San Francisco Bay; the Sacramento from the north and the San Joaquin from the south. The delta near the junction of these two rivers affords a number of channels which are used by various boats and which afford transportation to a rich truck region not conveniently reached by rail. The principal centers of steamboat traffic here are San Francisco, Sacramento, and Stockton. Each of these cities is connected with the other two and with numerous landings by regular lines of boats. Here, as well as on the Atlantic coast, sail vessels (especially on the lower river) and gasoline launches share in transportation. Here, also, barges are used to increase the capacity of steamboats in handling the large amount of business on this inland water system. One characteristic of this traffic is the large quantity of potatoes, beans, asparagus, and other vegetables. Their tonnage is great enough to give a distinctive character to the commerce, although grain, hay, and other products are carried in considerable quantities. Another important item in the river trade is milk shipped to the cities of San Francisco, Sacramento, and Stockton.

A second important system of waterways consists of the Columbia River and its tributaries. On the lower section of the river steamboats from Portland, on the Willamette a few miles from the Columbia, run down the Columbia to Astoria and others run up the river as far as Celilo Falls. Other routes extend from just above the falls to various points on the upper Columbia and Snake Rivers. On the upper Columbia one line connects Wenatchee with Bridgeport.

LOCAL TRAFFIC.

The steamboat routes thus described illustrate the fact that river traffic is generally local. A few hundred miles is usually the maximum length of the route of any one line of steamboats. In fact, it may be said that a run of 400 miles or more is exceptional. Of the 92 routes specified in Table 4, only 16 are more than 250 miles in length, which is slightly more than the average length of haul for all freight carried on railroads in the United States. In other words, steamboat traffic is distinctly short-haul traffic. The business of the boats in general is to concentrate at important centers freight picked up at local landings and to distribute to those landings commodities shipped from the trade centers. Again, it is to be noted that this applies to the river trade in general and not to such movements as the barge traffic in coal from the Pittsburgh region.

CHARACTERISTICS OF STEAMBOAT FREIGHT RATES.

There is a great variety of freight tariffs for steamboat river trade. The unit of quantity in some cases is 100 pounds or the short ton, and in others the package. Some boats quote rates for carlots lower than for less than carlots, as is done in railroad freight tariffs. Specific conditions give rise in many cases to specific rates. A certain commodity may be carried in one direction for a lower rate than in another, if the trade in the favored direction is large enough to justify special concessions in order to obtain it. Distance frequently has little or no influence upon the rate charged by boat. Sometimes over an entire route the same rate will be charged between any two landings regardless of distance.

The minimum charge for a single shipment by water is by no means uniform throughout the country. In Louisiana the minimum charge for a single package is 10 cents and for a single shipment is 25 cents, but if the boat has to make a special landing for a single shipment the charge is at least 50 cents. The steamboat tariff authorized by the State of Alabama specifies a minimum charge of 15 cents on a single shipment.

An example of the variety of packages taken as bases for steamboat freight rates is afforded in the Potomac River trade, between landings down the river and Washington. Rates on apples are as follows: 30 cents per sugar barrel, 25 cents per flour barrel, 15 cents per half-barrel basket, 12 cents per bushel basket, 10 cents per box, 15 cents per bag, and 13 cents per small carrier; also 15 cents per two-basket carrier, and 8 cents per basket of five-eighths of a bushel.

ILLUSTRATIONS AFFORDED BY THE NORFOLK TRADE.

A large amount of freight is carried between Baltimore and Norfolk by bay steamers. This traffic, except where commodity rates apply, is subject to the Southern Classification, which ranges from 10 cents per 100 pounds for class 6 to 26 cents for class 1, and from 10 cents

per 100 pounds for class A to 16 cents for class B and class H. An important group of commodities carried over this route consists of fresh fruits and vegetables. Some of the freight rates applying to these products are of considerable importance to the fruit and truck industry of the Norfolk region. The following rates applied in 1912 to shipments from Norfolk to Baltimore: Berries were charged from 18 cents per crate of 24 quarts to 42 cents per 60-quart crate; fresh fruits, 7 cents per bushel box, 11 cents per half-barrel box or carrier, 20 cents per standard vegetable barrel, and 25 cents per sugar barrel; cabbage, cucumbers, and spinach, 15 cents per flour barrel and 20 cents per sugar barrel; lettuce and potatoes, 20 cents per flour barrel and 23 cents per sugar barrel; tomatoes, 11 cents per half-barrel carrier; and watermelons, 2½ cents each. The charge on cotton in square bales was 40 cents per bale if compressed, and 50 cents if not compressed. Cotton in cylindrical bales was charged at the rate of 10 cents per 100 pounds.

FREIGHT TARIFF ZONES.

An example of the application of what may be termed "zone rates" is afforded by the tariffs established by the Railroad Commission of Alabama for the Alabama and Tombigbee Rivers. Freight tariff No. 3 of this series applies to shipments between Mobile and three principal cities up the river—Demopolis, Montgomery, and Selma. This tariff is based chiefly upon the Southern Classification. Cotton and cement are given special rates, but other articles are charged according to their respective "classification." The six numbered classes are charged from 30 cents per 100 pounds for articles in class 1 to 10 cents per 100 pounds for those in class 6, and the lettered classes 9 cents per 100 pounds for articles in class A to 19 cents per 100 pounds for those in class H. Articles coming under class F are charged 20 cents per barrel. The rates just quoted apply to shipments between Mobile and any of the three cities mentioned. Freight tariff No. 2 applies to shipments between Mobile, Demopolis, and points located between those cities. This schedule of rates is chiefly a "commodity" tariff, each article being given a special rate. For landings in general on the Alabama and Tombigbee Rivers and their tributaries tariff No. 1, also a "commodity" tariff, applies.

Another instance of a zone system of freight rates is that afforded on the route between Evansville, Ind., and Bowling Green, Ky., including parts of the Ohio, Green, and Big Barren Rivers. There is a special tariff between Evansville and Bowling Green. Other landings are divided into four groups, according to their distance from Evansville, No. 1 being the nearest to that place. The freight rate from all landings on the Tennessee River between Florence, Ala., and its mouth, to and from St. Louis, is the same for a given commodity. It costs as much to ship from St. Louis to any one landing in this territory as to another.

BLANKET RATES.

An example of a "blanket" or "postage-stamp" rate—that is, the same charge for a given commodity between any two landings—is afforded by the traffic on the Apalachicola River and its tributaries. Also the tariff for river boats, issued under the authority of the Railroad Commission of Louisiana, No. 8467-S, applies to traffic between any two landings from New Orleans up to Devalls Landing. A large number of commodities are separately rated. For those not included in the commodity rates the Western Classification as used by railroads applies. The numbered classes, which apply to less-than-carload shipments, are charged from 15 cents for class 5 to 30 cents per 100 pounds for class 1; and the lettered classes, which apply to carload shipments, are charged from 8 cents for class E to 15 cents per 100 pounds for class A.

UNIFORM BASIS OF COMPARISON.

Detailed information as to freight rates and distances are shown in Table 2. The original quotations of freight rates when expressed in other units were reduced to cents per 100 pounds in order to facilitate comparison. The column in Table 2 giving the rates per ton per mile has been computed in order to compare short-distance with long-distance shipments on a uniform basis. While in practice distance frequently has but little to do with cost over a single route, nevertheless it is logical to use length of haul as a factor in comparing the cost of various services of transportation. While it may not cost the shipper more to send his product 50 miles than to send it 10, the cost to the carrier is greater for the 50 miles and consequently, from the carrier's point of view, the service rendered is greater. Therefore, in comparing one cost with another, and taking into account service rendered, the ton-mile rate may be used to advantage. However, care should be taken in comparing the ton-mile rate between two points over one route with the corresponding rate between the same points over a longer or shorter route. Here the actual service rendered to the owner of the freight is not necessarily greater or less over the longer route than the short one.

GROUPS OF WATERWAYS.

Water routes are divided in Table 2 into three classes or groups: The Atlantic slope, the Mississippi Valley, including the Gulf slope, and the Pacific slope. Under each group the quotations and routes are arranged in order of distance, beginning with the shortest. Since the data in Table 2 are not comprehensive enough for satisfactory averages to be made from them, no such averages are shown here. The data are, however, complete enough to illustrate costs of transportation over long, medium, and short steamboat routes.

RAIL AND WATER RATE COMPARED.

Some important routes and commodities are selected for comparing rail and water rates in Table 3. Between Hartford, Conn., and New York City the rates on apples, eggs, hay, and potatoes, as well as other commodities, are the same by rail as by water; that is, the rates paid by the shippers. Reduced to cents per short ton per mile, the rate by water appears much less, since the distance by water is 52 miles greater than by rail.

Between Cincinnati and Pittsburgh the actual as well as the ton-mile rates are much lower by water than by rail on the commodities represented in Table 3. These are not exceptions; lower rates by water than by rail are general over this route. However, between Charleston, W. Va., and Cincinnati the steamboat charge per package, when reduced to an equivalent cents per 100 pounds, indicates higher rates for apples and eggs by boat than by rail. The rate on hay, however, by boat over this route is $12\frac{1}{2}$ cents per 100 pounds for either small or large lots, while by rail 22 cents is charged for less than carloads and 12 cents per 100 pounds for carloads. For potatoes the boat charges per package is equivalent to 13 cents per 100 pounds, while the railroad charges 15 cents for less-than-carload lots and 12 cents per 100 pounds for car lots. The steamboat rate applies to any quantity. Between Cincinnati and Memphis and between Memphis and St. Louis the boats quote higher rates than the railroad for eggs, when the boat rates are reduced from cents per package to cents per 100 pounds. In practically all other rates shown in Table 3 between Memphis and the two cities just named the charge by water is less than by rail.

DISTANCE AND TIME OF TRANSIT.

It is convenient to express the average rate of transit in miles per hour, but it should be distinctly understood that this rate should be applied to a number of hours—say, 12 or 24—in order to make a satisfactory application for practical purposes. The rate itself has been computed by dividing the total number of hours in transit into the total miles run, and includes all stops at landings. Thus, if an average rate is given as 4 miles per hour, it means that a day's run of a vessel, say, of 12 hours, will cover 48 miles; or, if the rate is only 2 miles per hour, the day's run will cover possibly 24 miles; or, with 24 hours for the unit, a local boat making various landings and averaging 3 miles per hour will cover a distance of 72 miles in the 24 hours. It will be noted that the average rate of transit is subject to wide variations, some as low as 2 miles per hour and some reaching 15. This is governed partly by the speed of the boat while under way, but largely by the number of landings made in transit.

NUMBER OF LANDINGS.

To illustrate the influence of the number of landings on the average rate of speed, Table 5 has been compiled. Between Cincinnati and Memphis 346 landings are reported over a distance of 749 miles, making an average of about 2 miles between landings. Between St. Louis and Memphis 318 landings are reported for 415 miles. Of the six routes in Table 5 illustrating Mississippi Valley conditions, the average distance between landings ranges from 1.30 miles to 3.31 miles.

From Baltimore, Md., to Fredericksburg, Va., a distance of 285 miles, 34 landings are reported. These are all on the Rappahannock River, extending along a distance of 106 miles, there being an average of 3.12 miles between landings. From Hartford, Conn., to New York City there are 12 intermediate landings for a certain line of steamers, which 12 landings are all on the Connecticut River, and their average distance apart is 4.33 miles. One of the fastest rates of transit on inland water routes is between Baltimore and Norfolk, a distance of 184 miles with but one intermediate stop.

SUMMARY OF RATES OF TRANSIT.

In Table 4 there are 102 routes for which rates of transit are given. Of these, 15 show an average rate of less than 4 miles an hour, 22 average 4 miles to less than 6, 19 routes have an average of 6 to less than 8, and 21 routes an average of 8 and less than 10 miles per hour, making 62 out of 102 showing from 4 to less than 10 miles per hour; 25 rates of speed were 10 miles and over, 15 of them from 10 to less than 12 miles, and 10 rates were 12 miles and over. Of the 50 instances reported for the Mississippi Valley, including the Gulf slope, 29 were rates of 4 to less than 8 miles per hour, 12 rates were less than 4 miles, and 9 were 8 miles and over per hour. On the Atlantic slope 32 out of 43 rates were at least 8 miles per hour and 11 rates were less than 8 miles per hour. The nine reports from the Pacific slope showed five instances of 8 to less than 12 miles per hour and four instances of 4 to less than 8 miles per hour.

FREIGHT RATES AND FARM PRICES.

A practical use of the data compiled in this bulletin is to compare freight rates with prices. This may be done here, for the sake of illustration and to indicate the method. For instance, the rate on apples over a certain 25-mile route in Maine was 15 cents per barrel in September and October, 1912. The average farm price for all apples in the State those months was \$1.725 per barrel, making the freight rate 8.7 per cent, over this specific route, of the farm price in the whole State for all kinds. For a 24-mile route in New York, the freight rate happening to be 15 cents per barrel also,

made 10 per cent of the farm price for the State. In this case the average farm price of apples for New York State was \$1.50 per barrel. While the prices mentioned do not necessarily apply to the actual commodities carried subject to these rates, both prices and rates are representative enough to give a fair measure of relationship. These percentages are as low as 6.67 for a 33-mile route in New York and as high as 34.25 per cent over a 239-mile route in the Pacific northwest. In cotton traffic, quotations of the freight rates by boat in a number of instances range from about 0.9 of 1 per cent of the farm price to slightly more than 3 per cent, most of the instances noted showing less than 2 per cent. Eggs are charged from one-half of 1 to as high as 10 per cent of their farm value for water transportation. Hay, owing to its large bulk as compared with price, is frequently charged from 10 to 40 per cent of its farm price for freight. Potatoes compare with apples in the percentage of the freight rate, as based upon the average farm price. For wheat, from 3 to 15 per cent of its farm value is equivalent to the freight rate. The average farm price meant here is the price received by the farmer for delivery to shipping point, and does not include freight charge.

TABLE 1.—Receipts of various farm products by water compared with total receipts, at selected cities.

[Sources: Baltimore Daily Produce Report, Cincinnati Chamber of Commerce, St. Louis Merchants' Exchange, Memphis Cotton Exchange, and New Orleans Cotton Exchange.]

City, product, and year.	Receipts.			City, product, and year.	Receipts.		
	Total quantity.	By river.			Total quantity.	By river.	
		Quantity.	Per cent of total.			Quantity.	Per cent of total.
<i>Baltimore, Md.¹</i>				<i>Cincinnati, Ohio—Continued.</i>			
Corn (bushels):				Corn (bushels):			
1903.....	13,665,794	1,100,000	8.0	1903.....	7,763,457	5,976	0.1
1909.....	10,213,817	1,500,000	14.7	1909.....	7,145,408	5,682	.1
1910.....	10,428,779	400,000	3.8	1910.....	8,631,574	3,590	.04
1911.....	14,482,742	700,000	4.8	1911.....	9,367,710	4,678	.04
1912.....	13,197,593	400,000	3.0	1912.....	9,806,063	2,786	.02
Wheat (bushels):				Eggs (cases):			
1903.....	9,865,044	1,700,000	17.2	1903.....	441,072	27,456	6.2
1909.....	5,821,809	600,000	10.3	1909.....	519,652	26,340	5.1
1910.....	6,723,673	2,000,000	29.7	1910.....	511,519	32,840	6.4
1911.....	11,088,586	2,000,000	18.0	1911.....	605,131	33,367	5.5
1912.....	12,488,385	1,300,000	10.4	1912.....	668,942	31,072	4.6
<i>Cincinnati, Ohio.</i>				Hay (tons):			
Apples (barrels):				1903.....	156,151	1,692	1.1
1903.....	373,163	1,254	.3	1909.....	167,263	3,093	1.8
1909.....	240,587	7,174	3.0	1910.....	139,262	3,275	1.7
1910.....	521,814	31,036	5.9	1911.....	155,195	3,139	2.0
1911.....	293,204	7,057	2.4	1912.....	151,238	1,454	1.0
1912.....	378,524	45,849	12.1	Hogs (number):			
Cattle (number):				1903.....	1,278,522	43,142	3.8
1903.....	274,520	3,751	1.4	1909.....	951,522	41,034	4.3
1909.....	293,331	4,474	1.5	1910.....	838,850	35,227	4.2
1910.....	312,962	3,630	1.2	1911.....	1,135,121	45,585	4.0
1911.....	312,143	3,020	1.0	1912.....	1,224,949	49,367	4.0
1912.....	342,249	6,343	1.9				

¹ Receipts at Baltimore "by river" refer to receipts from landings in Chesapeake Bay and its tributaries.

TABLE 1.—Receipts of various farm products by water compared with total receipts, at selected cities—Continued.

City, product, and year.	Receipts.			City, product, and year.	Receipts.		
	Total quantity.	By river.			Total quantity.	By river.	
		Quantity.	Per cent of total.			Quantity.	Per cent of total.
<i>Cincinnati, Ohio—Continued.</i>				<i>St. Louis, Mo.</i>			
Potatoes (bushels):				Apples (barrels):			
1903.....	2,472,724	36,717	1.5	1908.....	306,192	37,580	12.3
1909.....	2,012,009	21,597	1.1	1909.....	317,664	62,014	19.5
1910.....	2,394,621	60,839	2.5	1910.....	243,615	60	.02
1911.....	2,364,427	31,832	1.3	1911.....	411,808	222,563	54.0
1912.....	2,428,562	31,407	1.3	1912.....	433,891	213,531	49.2
Sheep (number):				Apples (boxes):			
1903.....	485,278	13,033	2.7	1908.....	97,295	35	.03
1909.....	491,206	14,713	3.0	1909.....	70,350	182	.3
1910.....	503,715	18,632	3.7	1910.....	135,730	45	.03
1911.....	546,989	10,898	2.0	1911.....	104,995	2,062	2.0
1912.....	500,386	12,236	2.4	1912.....	337,910	960	.3
Tobacco (cases and bales):				Cattle (number):			
1908.....	54,717	46	.1	1903.....	1,293,564	11,671	.9
1909.....	53,918	143	.3	1909.....	1,418,005	9,320	.7
1910.....	48,810	67	.1	1910.....	1,356,232	6,552	.5
1911.....	48,902	147	.3	1911.....	1,206,423	8,073	.7
1912.....	73,097	38	.1	1912.....	1,298,295	8,422	.6
Tobacco (hogsheads):				Cotton, for local use (bales):			
1903.....	68,798	14,064	20.4	1908.....	128,452	7,562	5.9
1909.....	64,013	6,742	10.5	1909.....	108,257	4,277	4.0
1910.....	70,370	9,832	14.0	1910.....	78,786	3,100	3.9
1911.....	82,122	15,129	18.4	1911.....	115,552	7,469	6.5
1912.....	75,510	15,059	19.9	1912.....	101,389	4,140	4.1
Wheat (bushels):				Eggs, for local use (packages):			
1903.....	4,052,264	41,288	1.0	1908.....	605,197	28,869	4.8
1909.....	4,178,771	34,603	.8	1909.....	443,591	23,929	5.4
1910.....	3,776,828	19,714	.5	1910.....	522,365	21,661	4.2
1911.....	3,946,681	26,003	.7	1911.....	807,509	22,485	2.8
1912.....	3,235,605	8,440	.3	1912.....	615,741	21,739	3.5
Wool (bales):				Hogs (number):			
1908.....	135,702	490	.4	1903.....	3,199,922	103,399	3.4
1909.....	78,994	336	.4	1909.....	3,076,065	83,369	2.7
1910.....	54,421	558	1.0	1910.....	2,548,480	60,343	2.4
1911.....	52,713	444	.8	1911.....	3,634,851	98,044	2.7
1912.....	127,783	1,083	.8	1912.....	3,023,739	72,778	2.4
<i>Memphis, Tenn.</i>				Sheep (number):			
Cotton (bales):				1908.....	724,781	16,080	2.2
1903.....	750,442	102,195	13.6	1909.....	835,973	16,446	2.0
1909.....	984,370	101,648	10.3	1910.....	776,665	14,321	1.8
1910.....	785,485	91,324	11.6	1911.....	1,024,402	15,037	1.5
1911.....	920,887	98,376	10.7	1912.....	1,052,208	14,315	1.4
1912.....	969,670	107,827	11.1	Wheat (bushels):			
<i>New Orleans, La. (for years ending Aug. 31).</i>				1908.....	19,047,240	1,350,178	1.8
Cotton (bales):				1909.....	21,372,726	1,373,040	1.7
1908.....	2,015,071	146,516	7.3	1910.....	19,642,312	1,391,512	2.0
1909.....	2,107,956	77,896	3.7	1911.....	17,025,604	1,393,018	2.3
1910.....	1,342,112	50,059	3.7	1912.....	30,516,432	1,194,148	.6
1911.....	1,629,303	60,894	3.7	Wool (pounds):			
1912.....	1,709,023	87,803	5.1	1908.....	23,123,340	252,350	1.1
				1909.....	22,649,110	35,600	.2
				1910.....	21,044,440	211,320	1.0
				1911.....	26,773,770	390,840	1.5
				1912.....	23,390,150	317,510	1.4

¹ Reported in number of sacks; reduced to bushels by assuming 1 sack to average 2 bushels.

TABLE 2.—*Freight rates by boat on various farm products during September and October, 1912.*

[Sources: Freight rates as reported by representatives of steamboats or steamboat lines; distances chiefly as furnished by Chief of Engineers, United States Army.]

APPLES.

Route.	Waterway.	Dis- tance.	Freight rates.					
			On small lots, or any quantity.			On large lots, where specially quoted.		
			As quoted to shippers.	Per 100 pounds.	Per short ton per mille.	As quoted to shippers.	Per 100 pounds.	Per short ton per mille.
			<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>
			10 per bbl.	16.29	110.48			
			do.	16.29	17.86			
			9 per 100 lbs.	9.00	9.00	6 per 100 lbs.	6.00	6.00
			10 per 100 lbs.	10.00	9.09	5 per 100 lbs.	5.00	4.55
			Lake Champlain.	19.43	17.86	10 per bbl.	16.29	15.24
			Kennebec River.	19.43	17.86			
			15 per bbl.	16.29	13.81			
			Hudson River.	10.00	5.00	5 per 100 lbs.	5.00	2.50
			do.	10.00	4.88	7 per 100 lbs.	7.00	3.41
			Lake Champlain.	12.00	4.90	8 per 100 lbs.	8.00	3.27
			Connecticut River.	112.53	12.77	7 per 100 lbs.	7.00	1.54
			do.	111.32	12.31			
			Hudson River.	16.00	1.98	11 per 100 lbs.	11.00	1.36
			do.					
			18 per bbl.					
			16 per 100 lbs.					
			20 per vegetable bbl. ²	12.53	11.37			
			15 per 100 lbs.	15.00	12.00			
			10 per bbl.	16.29	14.49			
			Great Kanawha River.	19.43	14.19	10 per bbl.	16.29	12.80
			Ohio River.	17.55	12.80			
			12 per bbl.	19.43	12.48			
			Mississippi River.	19.43	12.10			
			Ohio River.	10.00	1.87			
			90 15 per bbl.	10.00	1.87			
			Mississippi River.	10.00	1.87			
			do.	128	11.47			
			15 per 100 lbs.	13.43	11.47			
			107 10 per 100 lbs.	12.53	11.84			
			137 20 per bbl.					

² Northbound.¹ Assuming average gross weight of 1 barrel of apples to be 159 pounds.

Mississippi Valley, including Gulf slope.

Between—

Shiloh, Tenn., and Riverton, Ala.	34	20 per 100 lbs. ³	20.00	11.76	.....
Memphis, Tenn., and White Hall, Ark.	65	50 per bale	2 10.00	23.68	.....
Albany and Bambridge, Ga.	69	10 per 100 lbs.	10.00	2.90	.....
Vicksburg and Natchez, Miss.	100	75 per bale	2 15.00	23.00	.....
Memphis, Tenn., and Friar Point, Miss.	135	do.	2 15.00	22.86	.....
Apalachicola, Fla., and Bambridge, Ga.	173	10 per 100 lbs.	10.00	1.16	.....
Memphis, Tenn., and Arkansas City, Ark.	209	100 per bale	2 20.00	21.91	.....
Shiloh, Tenn., and Paducah, Ky.	229	20 per 100 lbs.	20.00	1.76	.....
Mobile and Demopolis, Ala.	237	75 per bale	2 15.00	21.30	.....
Mobile and Alabama Rivers	308	do.	2 15.00	21.97	.....
New Orleans and Harrisonburg, La.	340	125 per bale	2 25.00	21.47	.....
Apalachicola, Fla., and Columbus, Ga.	360	50 per bale	2 10.00	2.56	.....
Apalachicola and Chattahoochee Rivers	370	90 per bale	2 18.00	2.97	.....
Mississippi River	415	75 per bale	2 15.00	2.72	.....
do.	446	125 per bale	2 25.00	21.12	.....
do.	477	35 per 100 lbs.	35.00	1.47	.....
Tennessee, Ohio, and Mississippi Rivers.	749	100 per bale	2 20.00	2.53	.....
Mississippi and Ohio Rivers.	.....	.....	.....	.....	.....
Mississippi and Ohio Rivers.	.....	.....	.....	.....	.....

EGGS.

Atlantic slope.

Between—					
Newburgh and Wappingers Falls, N. Y.	12	8 per case	4 15.00	4 25.15	.....
Philadelphia, Pa., and Billingsport, N. J.	12	10 per case	4 18.87	4 31.45	.....
Albany and New Baltimore, N. Y.	13	do.	4 18.87	4 23.16	.....
Newburgh and Poughkeepsie, N. Y.	16	do.	4 18.87	4 23.59	.....
Philadelphia, Pa., and Bridgeport, N. J.	18	do.	4 18.87	4 20.97	.....
Harford and Middletown, Conn.	20	11 per 100 lbs.	11.00	11.00	.....
Burlington, Vt., and Plattsburg, N. Y.	22	8 per 100 lbs.	8.00	7.27	.....
Gardiner and Bath, Me.	24	25 per case	4 47.17	4 39.31	.....
Newburgh and Haverstraw, N. Y.	24	10 per case	4 18.87	4 15.72	.....
Jacksonville and Green Cove Springs, Fla.	30	do.	4 18.87	4 12.58	.....
Philadelphia, Pa., and Wilmington, Del.	31	10 per 100 lbs.	10.00	6.45	.....
Albany and Catskill, N. Y.	33	10 per case	4 18.87	4 11.44	.....
Philadelphia, Pa., and Trenton, N. J.	36	9 per case	4 16.98	4 9.43	.....
Burlington and St. Albans Bay, Vt.	40	12 per 100 lbs.	12.00	6.00	.....
Lake George and Baldwin, N. Y.	40	18 per 100 lbs.	18.00	9.00	.....
Harford and East Haddam, Conn.	41	12 per 100 lbs.	12.00	5.85	.....
Philadelphia, Pa., and Salem, N. J.	45	10 per case	4 18.87	4 8.39	.....
Philadelphia, Pa., and Delaware City, Del.	45	16 per 100 lbs.	16.00	7.11	.....
Georgetown and Conway, S. C.	46	41 per 100 lbs.	41.00	17.83	.....

¹ Assuming average gross weight of 1 barrel of apples to be 159 pounds.² Assuming average gross weight of 1 bale of cotton to be 500 pounds.³ Uncompressed only.⁴ Assuming average gross weight of 1 case of eggs (30 dozen) to be 53 pounds.

TABLE 2.—*Freight rates by boat on various farm products during September and October, 1912—Continued.*

EGGS—Continued.

Route.	Waterway.	Dis- tance.	Freight rates.				
			On small lots, or any quantity.		On large lots, where specially quoted.		
			As quoted to shippers.	Per 100 pounds.	Per short ton per mile.	As quoted to shippers.	Per 100 pounds.
							Per short ton per mile.
<i>Atlantic slope—Continued.</i>							
<i>Between—</i>							
Hartford and Lyme, Conn.	Connecticut River.	Miles.					
Savannah, Ga., and Beaufort, S. C.	Savannah and Beaufort Rivers.	49	14 per 100 lbs.	Cents. 14.00	5.71		
Georgetown and Cains Landing, S. C.	Pedee River.	60	15 per 100 lbs.	15.00	5.00		
Philadelphia, Pa., and Frederick, Del.	Delaware River and Murder Kill Creek.	86	25 per case.	147.17	110.97		
Newburgh and Troy, N. Y.	Hudson River.	90	15 per case.	128.30	15.28		
New York and Saugerties, N. Y.	do.	91	10 per case.	118.87	14.15		
Norfolk and Richmond, Va.	Elizabeth and James Rivers.	98	15 per case.	128.30	15.78		
Philadelphia, Pa., and Baltimore, Md.	Delaware River, canal, and Chesapeake Bay.	116	22 per 100 lbs.	22.00	3.79		
Baltimore and Salisbury, Md.	Chesapeake Bay and Wicomico River.	120	19 per 100 lbs.	19.00	3.17		
Baltimore and Bristol, Md.	Chesapeake Bay and Potomac River.	142	25 per case.	147.17	16.64		
Baltimore, Md., and Seaford, Del.	Chesapeake Bay and Nantuxco River.	150	30 per case.	156.60	17.55		
Hartford, Conn., and New York, N. Y.	Connecticut River and Long Island Sound.	160	25 per case.	147.17	15.90		
Baltimore, Md., and Norfolk, Va.	Chesapeake Bay.	162	19 per 100 lbs.	19.00	2.35		
Baltimore, Md., and West Point, Va.	Chesapeake Bay and York River.	184	22 per 100 lbs.	22.00	2.39		
Savannah and Augusta, Ga.	Savannah River.	195	22 per 100 lbs.	22.00	2.26		
Baltimore, Md., and Tappahannock, Va.	Chesapeake Bay and Rappahannock River.	202	30 per case.	156.60	15.00		
Baltimore, Md., and Fredericksburg, Va.	do.	225	30 per case.	156.60	15.63		
Brunswick and Macon, Ga.	Altamaha and Ocmulgee Rivers.	285	30 per case.	156.60	13.97		
		370	40 per 100 lbs.	40.00	2.16	31 per 100 lbs.	31.00
							1.68
<i>Mississippi Valley, including Gulf slope.</i>							
<i>Between—</i>							
Shawneetown and Cave in Rock, Ill.	Ohio River.	25	15 per 100 lbs.	15.00	12.00		
Charleston and Montgomery, W. Va.	Great Kanawha River.	28	10 per case.	118.87	113.48		
Cairo, Ill., and Paducah, Ky.	Ohio River.	45	15 per case.	128.30	12.58	10 per case.	118.87
Lake Charles and Cameron, La.	Calcasieu River and Lake.	53	12 per dozen?	113.21	142.72	1 per dozen.	156.60
Charleston, W. Va., and Gallipolis, Ohio.	Great Kanawha and Ohio Rivers.	62	11 per dozen?	156.60	11.35		
Memphis, Tenn., and White Hall, Ark.	Mississippi River.	68	12 per case.	123.58	17.61	10 per case.	118.87
		65	30 per case.	156.60	17.42		16.09

Albany and Bainbridge, Ga.....	Flint River.....	69	1 per dozen.....	156.60	1 16.41	
New Orleans and Donaldsonville, La.....	Mississippi River.....	79	30 per case.....	153.00	1 14.33	
St. Louis, Mo., and Rip Rap, Ill.....	do.....	90	15 per case.....	126.00	1 6.29	
Vicksburg and Natchez, Miss.....	do.....	100	30 per case.....	156.00	1 11.32	
Chattanooga and Kingston, Tenn.....	Tennessee River.....	104	25 per case.....	147.17	1 9.07	
Memphis, Tenn., and Ft. Point, Miss.....	Mississippi River.....	105	1 per dozen.....	156.60	1 10.78	
St. Louis and Louisiana, Mo.....	do.....	107	12½ per case.....	123.58	1 4.41	
Cincinnati, Ohio, and Louisville, Ky.....	Ohio River.....	128	15 per case.....	128.30	1 4.42	
Evansville, Ind., and Paducah, Ky.....	do.....	137	do.....	128.30	1 4.13	
Paducah, Ky., and Britts Landing, Tenn.....	Tennessee River.....	138	¾ per dozen.....	142.45	1 6.15	1 28.30
Bismarck and Villionist, N. Dak.....	Missouri River.....	150	15 per 100 lbs.....	15.00	2.00	
Chattanooga, Tenn., and Decatur, Ala.....	Tennessee River.....	160	25 per case.....	147.17	1 5.90	
Apalachicola, Fla., and Bainbridge, Ga.....	do.....	173	1 per dozen.....	156.60	1 6.54	
New Orleans and Bayou Teche landings, La.....	Mississippi River, Bayou Teche, and connecting waterways.....	175	do.....	156.60	1 6.47	
Evansville, Ind., and Louisville, Ky.....	Ohio River.....	185	22 per 100 lbs.....	22.00	2.38	
Evansville, Ind., and Bowling Green, Ky.....	Ohio, Green, and Big Barren Rivers.....	190	40 per case.....	175.47	1 7.94	1 37.74
Cincinnati, Ohio, and Parkersburg, W. Va.....	Ohio River.....	200	15 per case.....	128.30	1 2.83	
St. Louis, Mo., and Peoria, Ill.....	Mississippi and Illinois Rivers.....	200	25 per case.....	147.17	1 4.72	1 37.74
Memphis, Tenn., and Arkansas City, Ark.....	Mississippi River.....	209	do.....	147.17	1 4.51	1 28.30
Mobile and Demopolis, Ala.....	Mobile and Tombigbee Rivers.....	230	35 per case.....	166.04	1 5.74	
Memphis, Tenn., and Cairo, Ill.....	Mississippi River.....	254	1 per dozen.....	156.60	1 4.46	
Cincinnati, Ohio, and Charleston, W. Va.....	Ohio and Great Kanawha Rivers.....	253	20 per case.....	137.74	1 2.87	
Mobile and S'wma, Ala.....	Mobile and Alabama Rivers.....	308	25 per 100 lbs.....	25.00	1 1.62	
Charleston, W. Va., and Pittsburgh, Pa.....	Great Kanawha and Ohio Rivers.....	325	12½ per cas?.....	123.58	1 1.45	
New Orleans and Harrisonburg, La.....	Mississippi, Red, and Black Rivers.....	340	1 per dozen.....	156.60	1 3.33	
Apalachicola, Fla., and Columbus, Ga.....	Apalachicola and Chattahoochee Rivers.....	370	do.....	156.60	1 3.14	
Vicksburg, Miss., and Memphis, Tenn.....	Mississippi River.....	370	do.....	156.60	1 3.06	
St. Paul, Minn., and Davenport, Iowa.....	do.....	378	18 per 100 lbs.....	18.00	1.95	
St. Louis and Kansas City, Mo.....	Mississippi and Missouri Rivers.....	497	36 per 100 lbs.....	33.00	1 7.77	28.00
St. Louis, Mo., and Memphis, Tenn.....	Mississippi River.....	415	35 per cas?.....	166.04	1 3.18	
New Orleans, La., and Carrolla, Ark.....	do.....	446	30 per case.....	156.60	1 2.54	
St. Louis, Mo., and Savannah, Tenn.....	Mississippi, Ohio, and Tennessee Rivers.....	469	1 p dozen.....	156.60	1 2.41	
Cincinnati, Ohio, and Pittsburgh, Pa.....	Ohio River.....	470	15 per case.....	128.30	1 1.20	
Cincinnati, Ohio, and Memphis, Tenn.....	Ohio and Mississippi Rivers.....	743	40 per case.....	175.47	1 2.02	
<i>Pacific slope.</i>						
Between—						
Kennewick and White Bluffs, Wash.....	Columbia River.....	42	20 per 100 lbs.....	20.00	9.52	
Wenatchee and Bridgeport, Wash.....	do.....	79	50 per 100 lbs.....	50.00	12.66	
San Francisco and Walnut Grove, Cal.....	San Francisco Bay and Sacramento River.....	80	20 per 100 lbs.....	20.00	5.00	
San Francisco and Stockton, Cal.....	San Francisco Bay and San Joaquin River.....	94	10 per 100 lbs.....	10.00	2.13	9.00
San Francisco and Sacramento, Cal.....	San Francisco Bay and Sacramento River.....	112	20 per 100 lbs.....	20.00	3.57	17.00
						1.91
						3.04

¹ Assuming average gross weight of 1 case of eggs (30 dozen) to be 53 pounds.

² These quotations are by different boats.

³ Average distance, as reported; via short routes.

TABLE 2.—*Freight rates by boat on various farm products during September and October, 1912—Continued.*

HAY, BALED.

Route.	Waterway.	Dis- tance.	Freight rates.					
			On small lots, or any quantity.			On large lots, where specially quoted.		
			As quoted to shippers.	Per 100 pounds.	Per short ton per mile.	As quoted to shippers.	Per 100 pounds ⁴ .	Per short ton per mile.
			<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>
<i>Atlantic slope.</i> Between— Newburgh and Wappingers Falls, N. Y. Philadelphia, Pa., and Billingsport, N. J. Albany and New Baltimore, N. Y. Newburgh and Poughkeepsie, N. Y. Philadelphia, Pa., and Bridgeport, N. J. Philadelphia and Chester, Pa. Hartford and Middletown, Conn. Burlington, Vt., and Plattsburg, N. Y. Gardiner and Bath, Me. Newburgh and Haverstraw, N. Y. Philadelphia, Pa., and Wilmington, Del. Albany and Catskill, N. Y. Philadelphia, Pa., and Trenton, N. J. Burlington and St. Albans Bay, Vt. Lake George and Baldwin, N. Y. Hartford and East Haddam, Conn. Philadelphia, Pa., and Salem, N. J. Georgetown and Conway, S. C. Hartford and Lyme, Conn. Washington, D. C., and Mount Holly, Va. Georgetown and Cains Landing, S. C. Philadelphia, Pa., and Frederica, Del. Newburgh and Troy, N. Y. New York and Saugerties, N. Y. Norfolk and Richmond, Va. Baltimore and Salisbury, Md. Chesapeake Bay and Wicomico River. Baltimore and Bristol, Md. Baltimore, Md., and Seaford, Del.	Hudson River.	Miles	8 per 100 lbs.	8.00	13.33			
	Delaware River.	12	10 per 100 lbs.	10.00	16.67			
	Hudson River.	15	15 per bale.	{ 17.50 21.00	110.00 221.00	10 per bale.	{ 15.00 210.00	16.67 213.33
	do.	16	8 per 100 lbs.	8.00	10.00			
	do.	18	10 per 100 lbs.	10.00	11.11			
	Connecticut River.	18	8 per 100 lbs.	8.00	8.89			5.56
	Lake Champlain.	20	13 per 100 lbs.	13.00	13.00			6.00
	Kennebec River.	22	5 per 100 lbs.	5.00	4.55			
	Hudson River.	24	200 per ton.	10.00	8.33			5.00
	do.	24	do.	10.00	8.33			
	Delaware River.	31	12 per 100 lbs.	12.00	7.74			4.52
	Hudson River.	33	15 per 100 lbs.	15.00	9.09			7.58
	Delaware River.	36	12 per 100 lbs.	12.00	6.67			3.89
	Lake Champlain.	40	5 per 100 lbs.	5.00	2.50			
	Lake George.	40	15 per 100 lbs.	15.00	7.50			6.00
	Connecticut River.	41	14 per 100 lbs.	14.00	6.83			3.41
	Delaware River.	45	10 per 100 lbs.	10.00	4.44			
	Waccamaw River.	46	7½ per 100 lbs.	7.50	3.26			
	Connecticut River.	49	16 per 100 lbs.	16.00	6.53			3.27
	Potomac River.	84	250 per ton.	12.50	2.98			
Pee Dee River.	86	10 per bale.	{ 15.00 21.00	11.16 22.33				
Delaware River and Murder Kill Creek.	90	150 per ton.	7.50	1.67				
Hudson River.	91	19 per 100 lbs.	19.00	4.18				
do.	98	250 per ton.	12.50	2.53				
Elizabeth and James Rivers.	116	13 per 100 lbs.	13.00	2.24				
Chesapeake Bay and Wicomico River.	142	3 per 100 lbs.	30.00	4.23			1.55	
do.	150	do.	30.00	1.50				
Chesapeake Bay and Nanticoke River.	160	do.	30.00	3.75				

		162	22 per 100 lbs.	22.00	2.72	11 per 100 lbs.	11.00	1.36
Hartford, Conn., and New York, N. Y.	Connecticut River and Long Island Sound.	195	13 per 100 lbs.	13.00	1.33	10 per 100 lbs.	10.00	1.03
Baltimore, Md., and West Point, Va.	Chesapeake Bay and York River.	232	15 per bale	17.50	1.74			
Savannah and Augusta, Ga.	Savannah River.	225	15 per 100 lbs.	15.00	1.40	12½ per 100 lbs.	12.50	1.11
Baltimore, Md., and Tappahannock, Va.	Chesapeake Bay and Tappahannock River.	285	do	15.00	1.05	do	12.50	.88
Baltimore, Md., and Fredericksburg, Va.	do.							
<i>Mississippi Valley, including Gulf slope.</i>								
Between—	Great Kanawha River.	28	150 per ton	7.50	5.36	8 per 100 lbs.	8.00	3.56
Charleston and Montgomery, W. Va.	Ohio River.	45	10 per 100 lbs.	10.00	4.44	150 per ton.	7.50	2.42
Calra, Ill., and Paducah, Ky.	Great Kanawha and Ohio Rivers.	62	175 per ton.	8.75	2.82			
Charleston, W. Va., and Gallipolis, Ohio	Mississippi River.	79	15 per 100 lbs.	15.00	3.89			
New Orleans and Donaldsonville, La.	Tennessee River.	104	25 per 100 lbs.	25.00	4.81	7 per 100 lbs.	7.00	1.35
Chatanooga and Kinston, Tenn.	Mississippi River.	107	10 per 100 lbs.	10.00	1.87			
St. Louis and Louisiana, Mo.	Ohio River.	128	20½ per ton.	10.00	1.56	150 per ton.	7.50	1.17
Cincinnati, Ohio, and Louisville, Ky.	do.	137	10 per 100 lbs.	10.00	1.46	7½ per 100 lbs.	7.50	1.09
Evansville, Ind., and Paducah, Ky.	Ohio River.	185	25 per 100 lbs.	25.00	3.12	1½ per 100 lbs.	10.00	1.25
Chatanooga, Tenn., and Decatur, Ala.	Ohio River.	200	25 per 100 lbs.	25.00	1.08			
Evansville, Ind., and Louisville, Ky.	Mississippi and Illinois Rivers.	200	25 per 100 lbs.	25.00	2.50			
St. Louis, Mo., and Peoria, Ill.	Mississippi River.	230	150 per ton.	7.50	.75			
Cincinnati, Ohio, and Parkersburg, W. Va.	Ohio River.							
Mobile and Demopolis, Ala.	Mobile and Tombigbee Rivers.	230	20 per 100 lbs.	20.00	1.74	10 per 100 lbs.	10.00	.79
Memphis, Tenn., and Cairo, Ill.	Mississippi River.	254	10 per 100 lbs.	10.00	1.18			
Cincinnati, Ohio, and Charleston, W. Va.	Ohio and Great Kanawha Rivers.	263	250 per ton.	12.50	.95	10 per 100 lbs.	10.00	.67
Memphis, Tenn., and Paducah, Ky.	Mississippi and Ohio Rivers.	299	20 per 100 lbs.	20.00	1.34	15 per 100 lbs.	15.00	.97
Mobile and Selma, Ala.	Mobile and Alabama Rivers.	308	do	20.00	1.30	10 per 100 lbs.	10.00	.62
Pittsburgh, Pa., and Charleston, W. Va.	Ohio and Great Kanawha Rivers.	325	250 per ton.	12.50	.77	250 per ton.	10.00	.54
Memphis, Tenn., and Vicksburg, Miss.	Mississippi River.	370	12½ per 100 lbs.	12.50	.68	10 per 100 lbs.	10.00	.49
St. Paul, Minn., and Davenport, Iowa.	do.	378	18 per 100 lbs.	18.00	.95	10 per 100 lbs.	10.00	.48
St. Louis and Kansas City, Mo.	Mississippi and Missouri Rivers.	407	50 per 100 lbs.	20.00	.96	do	10.00	
Memphis, Tenn., and St. Louis, Mo.	Mississippi River.	415	15 per 100 lbs.	15.00	.67			
New Orleans, La., and Carriola, Ark.	do.	446						
<i>Pacific slope.</i>								
Between—	Columbia River.	42	10 per 100 lbs.	10.00	4.76			
Kennewick and White Bluffs, Wash.	do.	70	17½ per 100 lbs.	7.50	5.00			
Wenatchee and Brewster, Wash.	San Francisco Bay and Sacramento River.	83	300 per ton	15.00	3.75			
San Francisco and Walnut Grove, Cal.	do.							
San Francisco and Stockton, Cal.	San Francisco Bay and San Joaquin River.	94	do	15.00	3.19	250 per ton.	12.50	2.66
San Francisco and Sacramento, Cal.	San Francisco Bay and Sacramento River.	112	15 per 100 lbs.	15.00	2.68	12½ per 100 lbs.	12.50	2.23
Kennewick, Wash., and Portland Oreg.	Columbia and Willamette Rivers.	239	42 per 100 lbs.	42.00	3.51	12 per 100 lbs.	12.00	1.00

No actual average weight is available for a bale of hay, as carried over this route.

1 Average for 50-pound bales.

2 Average for 100-pound bales.

TABLE 2.—*Freight rates by boat on various farm products during September and October, 1912—Continued.*

PEANUTS.

Freight rates.								
Route.	Waterway.	Dis- tance.	On small lots, or any quantity.			On large lots, where specially quoted.		
			As quoted to shippers.	Per 100 pounds.	Per short ton per mile.	As quoted to shippers.	Per 100 pounds.	Per short ton per mile.
<i>Atlantic slope.</i>		<i>Miles.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>
	Between—	116	21 per 100 lbs.....	21.00	3.62	15 per 100 lbs.....	15.00	2.59
	Norfolk and Richmond, Va..... Baltimore, Md., and Norfolk, Va.....	184	do.....	21.00	2.28	do.....	15.00	1.63
<i>Mississippi Valley, including Gulf slope.</i>								
Between—	Tennessee River..... Paducah, Ky., and Britts Landing, Tenn. Memphis, Tenn., and Paducah, Ky.....	138	20 per 100 lbs.....	20.00	2.90	15 per 100 lbs.....	15.00	2.17
		299	do.....	20.00	1.34	12½ per 100 lbs.....	12.50	.84

POTATOES.

Between—		Atlantic slope.																			
Newburgh and Wappingers Falls, N. Y.		Hudson River.		12	10 per 2½ to 3 bu. sack	1 6.67	1 11.11	6 per 100 lbs.		6.00	10.00										
Philadelphia, Pa., and Billingsport, N. J.		Delaware River.		12	8 per 100 lbs.	8.00	13.33	8 per barrel		8.00	2 5.61										
Albany and New Baltimore, N. Y.		Hudson River.		15	10 per barrel	2 5.26	2 7.01			2 4.21											
Newburgh and Poughkeepsie, N. Y.		do.		16	do.	2 5.26	2 6.58														
Philadelphia, Pa., and Bridgeport, N. J.		Delaware River.		18	8 per 100 lbs.	8.00	8.89	6 per 100 lbs.		6.00	6.67										
Philadelphia, Pa., and Chester, Pa.		do.		18	6 per 100 lbs.	6.00	6.67	5 per 100 lbs.		5.00	5.56										
Hartford and Middletown, Conn.		Connecticut River.		20	7 per 100 lbs.	7.00	7.03	6 per 100 lbs.		6.00	6.00										
Burlington, Vt., and Plattsburg, N. Y.		Lake Champlain.		22	5 per 100 lbs.	5.00	4.55														
Garfield and Bath, Me.		Kennebec River.		24	8 per 100 lbs.	8.00	6.67	6 per 100 lbs.		6.00	5.00										
Newburgh and Haverstraw, N. Y.		Hudson River.		24	15 per sack	1 10.00	1 8.33	10 per sack		1 6.67	1 5.56										
Jacksonville and Green Cove Springs, Fla.		St. Johns River.		30	20 per barrel	2 10.53	2 7.02														
Philadelphia, Pa., and Wilmington, Del.		Delaware River.		31	8 per 100 lbs.	8.00	5.16	7 per 100 lbs.		7.00	4.52										
Albany and Catskill, N. Y.		Hudson River.		33	10 per barrel	2 5.26	2 3.19														
Philadelphia, Pa., and Trenton, N. J.		Delaware River.		36	8 per 100 lbs.	8.00	4.44	7 per 100 lbs.		7.00	3.89										
Burlington and St. Albans, Vt.		Lake Champlain.		40	do.	8.00	4.00														

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TABLE 2.—*Freight rates by boat on various farm products during September and October, 1912—Continued.*

POTATOES—Continued.

Route.	Waterway.	Dis- tance.	Freight rates.					
			On small lots, or any quantity.			On large lots, where specially quoted.		
			As quoted to shippers.	Per 100 pounds.	Per short ton per mile.	As quoted to shippers.	Per 100 pounds.	Per short ton per mile.
<i>Mississippi Valley, including Gulf slope—Continued.</i>								
Between— Evansville, Ind., and Dowling Green, Ky.	Ohio, Green, and Big Barren Rivers...	Miles. 190	Cents. 17½ per 100 lbs.....	Cents. 17.50	Cents. 1.84	Cents. 12½ per 100 lbs.....	Cents. 12.50	Cents. 1.32
St. Louis, Mo., and Peoria, Ill.....	Mississippi and Illinois Rivers.....	200	20 per 100 lbs.....	20.00	2.00	15 per 100 lbs.....	15.00	1.50
Cincinnati, Ohio, and Parkersburg, W. Va.	Ohio River.....	200	8 per bushel.....	13.33	1.33			
Memphis, Tenn., and Arkansas City, Ark.	Mississippi River.....	209	20 per 100 lbs.....	20.00	1.91	15 per 100 lbs.....	15.00	1.44
Mobile and Demopolis, Ala.....	Mobile and Tombigbee Rivers.....	230	25 per barrel.....	13.16	2 1.14			
Memphis, Tenn., and Cairo, Ill.....	Mississippi River.....	254	15 per 100 lbs.....	15.00	1.18	12½ per 100 lbs.....	12.50	.98
Cincinnati, Ohio, and Charleston, W. Va.	Ohio and Great Kanawha Rivers.....	263	25 per barrel.....	13.16	2 1.00			
Mobile and Selma, Ala.....	Mobile and Alabama Rivers.....	308	20 per sack.....	13.33	3.87			
Pittsburgh, Pa., and Charleston, W. Va.	Ohio and Great Kanawha Rivers.....	325	25 per barrel.....	13.16	2.81	20 per barrel.....	10.53	.65
New Orleans and Harrisonburg, La.	Mississippi, Red, and Black Rivers.....	340	30 per 100 lbs.....	30.00	1.75	20 per 100 lbs.....	20.00	1.18
Apalachicola, Fla., and Columbus, Ga.	Apalachicola and Flint Rivers.....	350	15 per 2½ bushels.....	10.00	1.55			
Vietsburg, Miss., and Memphis, Tenn.	Mississippi River.....	370	10 per 100 lbs.....	10.00	.84			
St. Paul, Minn., and Davenport, Iowa.	do.....	378	18 per 100 lbs.....	18.00	.95			
St. Louis and Kansas City, Mo.....	Mississippi and Missouri Rivers.....	406	28 per 100 lbs.....	28.00	1.38	22 per 100 lbs.....	22.00	1.08
New Orleans, La., and Carriola, Ark.	Mississippi River.....	447	15 per sack.....	10.00	3.45			
Cincinnati, Ohio, and Pittsburgh, Pa.	Ohio River.....	470	20 per barrel.....	10.53	2.45	15 per barrel.....	27.89	2.34
Memphis, Tenn., and Cincinnati, Ohio.	Mississippi and Ohio Rivers.....	749	22½ per 100 lbs.....	22.50	.60	18½ per 100 lbs.....	18.50	.49
<i>Pacific slope.</i>								
Between— Wenatchee and Bridgeport, Wash.	Columbia River.....	79	15 per 100 lbs.....	15.00	3.80			
San Francisco and Walnut Grove, Cal.	San Francisco Bay and Sacramento River.....	85	10 per sack (120 lbs.).....	8.33	2.08	8 per sack (120 lbs)	6.67	1.67
San Francisco and Stockton, Cal.....	San Francisco Bay and San Joaquin River.....	94	do.....	8.33	1.77	8 per sack (120 lbs)	6.67	1.42
San Francisco and Sacramento, Cal....	San Francisco Bay and Sacramento River.....	112	12 per 100 lbs.....	12.00	2.14			

RICE, ROUGH (UNHULLED).

<i>Atlantic slope.</i>									
Between—									
Georgetown and Conway, S. C.....		46	10 per 100 lbs.....	10.00					
Georgetown and Cains Landing, S. C.....		88	10 per sack.....	4 5.56			4.35		
<i>Mississippi Valley, including Gulf slope.</i>									
Between—		53	(10 per 100 lbs ⁶	10.00			3.77	5 per 100 lbs.....	1.89
Lake Charles and Cameron, La.....			(15 per 100 lbs ⁶	15.00			5.66	11 per 100 lbs.....	3.77
New Orleans and Donaldsonville, La.....		79	10 per 100 lbs.....	10.00			2.83	8 per 100 lbs.....	2.03
New Orleans and Bayou Teche land- ings, La. ⁵		{ 6175	13 per 100 lbs.....	13.00			1.49		
New Orleans and Bayou Teche land- ings, La. ⁵		{ 6240	15 per 100 lbs.....	15.00			1.35	12 per 100 lbs.....	1.00
New Orleans and Harrisonburg, La.....		340	25 per 100 lbs.....	25.00			1.47	15 per 100 lbs.....	.88
<i>Calcasieu River and Lake.</i>									
Mississippi River.....									
Mississippi River, Bayou Teche, and connecting waterways.									
Mississippi, Red, and Black Rivers.....									

SUGAR.

<i>Mississippi Valley, including Gulf slope.</i>									
Between—									
New Orleans and Donaldsonville, La.....		79	15 per 100 lbs.....	15.00			3.80	10 per 100 lbs.....	2.83
New Orleans and Bayou Teche land- ings, La. ⁵		{ 6175	9 per 100 lbs.....	9.00			1.03		
		{ 6240	15 per 100 lbs.....	15.00			1.25	11 per 100 lbs.....	.92
<i>Delaware River, Bayou Teche, and connecting waterways.</i>									
Mississippi River.....									
Mississippi River, Bayou Teche, and connecting waterways.									

TOBACCO, UNMANUFACTURED.

<i>Atlantic slope.</i>									
Between—									
Philadelphia, Pa., and Delaware City, Del.....		45	11 per 100 lbs.....	11.00			4.89	9 per 100 lbs.....	4.00
Norfolk and Richmond, Va.....		116	10 per 100 lbs. ⁷	10.00			1.72		
Philadelphia, Pa., and Baltimore, Md.....		120	11 per 100 lbs.....	11.00			1.83		
<i>Mississippi Valley, including Gulf slope.</i>									
Between—		128	150 per hhd.....	8 8.67			8 1.36	100 per hhd.....	8.90
Cincinnati, Ohio, and Louisville, Ky.....		130	20 per 100 lbs.....	20.00			2.11		
Evansville, Ind., and Bowling Green, Ky.									

⁵ These quotations are from different boats.¹ Assuming the average weight of 1 bushel of potatoes to be 60 pounds.² Assuming the average gross weight of 1 barrel of potatoes to be 190 pounds.³ Assuming the average weight of 1 sack of potatoes to be 150 pounds.⁴ Assuming the average weight of 1 sack of rice to be 180 pounds.⁶ Average distance, as reported. Distance varies greatly, according to route.⁷ In casks, hogsheads, or tierces.⁸ Assuming average gross weight of 1 hoghead of tobacco in this Ohio River trade to be 1,730 pounds.

TABLE 2.—*Freight rates by boat on various farm products during September and October, 1912—Continued.*

VEGETABLES, OTHER THAN POTATOES.

Route.		Waterway.	Dis- tance.	Freight rates.					
				On small lots, or any quantity.		On large lots, where specially quoted.			
				As quoted to shippers	Per 100 pounds.	Per short ton per mile.	As quoted to shippers.	Per 100 pounds.	Per short ton per mile.
					<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>
<i>Atlantic slope.</i>			<i>Miles.</i>						
Between—	Newburgh and Wappinger Falls, N. Y.	Hudson River.....	12	10 per 100 lbs.....	10.00	16.67			
	Philadelphia and Chester, Pa.	Delaware River.....	18	8 per 100 lbs.....	8.00	8.80	6 per 100 lbs.....	6.00	6.67
	Hartford and Middletown, Conn.	Connecticut River.....	20	13 per 100 lbs.....	13.00	13.00	7 per 100 lbs.....	7.00	7.00
	Gardiner and Bath, Me.	Kennebec River.....	24	15 per 100 lbs.....	15.00	12.50			
	Philadelphia, Pa., and Wilmington, Del.	Delaware River.....	31	12 per 100 lbs.....	12.00	7.74	8 per 100 lbs.....	8.00	5.16
	Philadelphia, Pa., and Trenton, N. J.	do.....	36	9, 10, or 12 per 100 lbs.....	11.33	5.74	7 or 8 per 100 lbs.....	7.50	4.17
	Lake George and Baldwin, N. Y.	Lake George.....	40	20 per 100 lbs.....	20.00	10.00			
	Hartford and East Haddam, Conn.	Connecticut River.....	41	14 per 100 lbs.....	14.00	6.83	8 per 100 lbs.....	8.00	3.90
	Philadelphia, Pa., and Delaware City, Del.	Delaware River.....	45	15 per 100 lbs.....	15.00	6.67	9 per 100 lbs.....	9.00	4.00
	Hartford and Lyme, Conn.	Connecticut River.....	49	16 per 100 lbs.....	16.00	6.53	do.....	9.00	3.67
	Newburgh and Troy, N. Y.	Hudson River.....	91	19 per 100 lbs.....	19.00	4.18			
	Kissimmee and Fort Bassenger, Fla.	Tohopekaliga Lake and Kissimmee River and Lake.....	100	10 per crate ?	20.00	4.00			
	Norfolk and Richmond, Va.	Elizabeth and James Rivers.....	116	13 per 100 lbs.....	13.00	2.24			
	Philadelphia, Pa., and Baltimore, Md.	Delaware River, canal, and Chesapeake Bay.....	120	22 per 100 lbs.....	22.00	3.67	11 per 100 lbs.....	11.00	1.83
	Jacksonville and Sanford, Fla.	St. Johns River.....	147	10 per crate of 50 lbs.....	20.00	2.72	20 per 150 lbs.....	13.33	1.81
	Hartford, Conn., and New York, N. Y.	Connecticut River and Long Island Sound.....	162	22 per 100 lbs.....	22.00	2.72	13 per 100 lbs.....	13.00	1.60
	Baltimore, Md., and Norfolk, Va.	Chesapeake Bay.....	184	25 per 100 lbs.....	25.00	2.72			
	Brunswick and Macon, Ga.	Altamaha and Ocmulgee Rivers.....	370	8 per 100 lbs.....	8.00	.43	7 per 100 lbs.....	7.00	.38
	<i>Mississippi Valley, including Gulf slope.</i>								
Between—	Shawneetown and Cave in Rock, Ill.	Ohio River.....	25	10 per 100 lbs.....	10.00	8.00	10 per 100 lbs.....	10.00	4.44
	Cairo, Ill., and Paducah, Ky.	do.....	45	15 per 100 lbs.....	15.00	6.67			
	Lake Charles and Cameron, La.	Calcasieu River and Lake.....	53	15 per 100-lb. crate.....	15.00	5.66			
	Charleston, W. Va., and Gallipolis, Ohio.	Great Kanawha and Ohio Rivers.....	62	150 per ton.....	7.50	2.42	125 per ton.....	6.25	2.02
	Memphis, Tenn., and White Hall, Ark.	Mississippi River.....	65	25 per 100 lbs.....	25.00	7.69			
	Albany and Bainbridge, Ga.	Flint River.....	69	15 per 150 lbs.....	15.00	4.35			

Shawneetown and Rosiclare, Ill.	Ohio River.	76	12 or 15 per 100 lbs.	13.50	3.55	12 per 100 lbs.	12.00	3.16
Vicksburg and Natchez, Miss.	Mississippi River.	100	25 per 100 lbs.	25.00	6.00	20 per 100 lbs.	20.00	3.85
Chattanooga and Kingston, Tenn.	Tennessee River.	104	do.	25.00	4.81	20 per 100 lbs.	20.00	3.85
Memphis, Tenn., and Friar Point, Miss.	Mississippi River.	105	22½ per 100 lbs.	22.50	4.29	12 per 100 lbs.	12.00	2.50
Chattanooga, Tenn., and Decatur, Ala.	Tennessee River.	160	25 per 100 lbs.	25.00	3.12	20 per 100 lbs.	20.00	2.50
Apalachicola, Fla., and Bainbridge, Ga.	Apalachicola and Flint Rivers.	173	10 per 100 lbs.	10.00	1.16	10 per 100 lbs.	10.00	1.53
Evansville, Ind., and Bowling Green, Ky.	Ohio, Green, and Big Barren Rivers.	190	20 per 100 lbs.	20.00	2.11	15 per 100 lbs.	15.00	1.53
Memphis, Tenn., and Arkansas City, Ark.	Mississippi River.	209	25 per 100 lbs.	25.00	2.39	20 per 100 lbs.	20.00	1.91
Memphis, Tenn., and Cairo, Ill.	do.	254	26½ per 100 lbs.	26.50	2.09	15 per 100 lbs.	15.00	1.18
Cincinnati, Ohio, and Charleston, V. Va.	Ohio and Great Kanawha Rivers.	263	25 per 100 lbs.	25.00	1.50	15 per 100 lbs.	15.00	1.18
New Orleans and Harrisonburg, La.	Mississippi, Red, and Black Rivers.	340	20 per 100 lbs.	30.00	1.30	20 per 100 lbs.	20.00	1.18
Apalachicola, Fla., and Columbus, Ga.	Apalachicola and Chatahoochee Rivers.	360	25 per 100 lbs.	25.00	1.39	20 per 100 lbs.	20.00	1.18
Vicksburg, Miss., and Memphis, Tenn.	Mississippi River.	370	22½ per 100 lbs.	22.50	1.22	15 per 100 lbs.	15.00	.81
St. Paul, Minn., and Davenport, Iowa.	do.	378	15 or 20 per 100 lbs.	17.50	1.43	15 per 100 lbs.	15.00	.81
St. Louis and Kansas City, Mo.	Mississippi and Missouri Rivers.	407	43 per 100 lbs.	43.00	2.36	22 per 100 lbs.	22.00	1.08
Cincinnati, Ohio, and Pittsburgh, Pa.	Ohio River.	470	30 per 100 lbs.	30.00	1.28	15 per 100 lbs.	15.00	.64

WHEAT.

Between—	Delaware River.	18	5 per 100 lbs.	5.00	5.56	4 per 100 lbs.	4.00	4.44
Philadelphia and Chester, Pa.	do.	31	6 per 100 lbs.	6.00	3.87	5 per 100 lbs.	5.00	3.23
Philadelphia, Pa., and Wilmington, Del.	do.	45	8 per 100 lbs.	8.00	3.56	6 per 100 lbs.	6.00	2.67
Philadelphia, Pa., and Salem, N. J.	do.	45	do.	8.00	3.56	7 per 100 lbs.	7.00	3.11
Philadelphia, Pa., and Delaware City, Del.	do.	84	4 per bushel.	3.67	3.159	do.	do.	do.
Washington, D. C., and Mount Holly, Va.	Potomac River.	90	3 per bushel.	3.50	3.11	do.	do.	do.
Philadelphia, Pa., and Frederica, Del.	Delaware River and Murder Kill Creek	120	9 per 100 lbs.	9.00	1.50	8 per 100 lbs.	8.00	1.33
Philadelphia, Pa., and Baltimore, Md.	Delaware River, canal, and Chesapeake Bay.	142	4 per bushel.	3.67	3.94	do.	do.	do.
Baltimore and Salisbury, Md.	Chesapeake Bay and Wicomico River.	150	5 per bushel.	3.83	3.11	do.	do.	do.
Baltimore and Bristol, Md.	Chesapeake Bay and Patuxent River.	160	4 per bushel.	3.67	3.83	do.	do.	do.
Baltimore, Md., and Seaford, Del.	Chesapeake Bay and Nanticoke River.	184	10 per 100 lbs.	10.00	1.09	7 per 100 lbs.	7.00	.76
Baltimore, Md., and Norfolk, Va.	Chesapeake Bay.	195	do.	10.00	1.03	do.	7.00	.72
Baltimore, Md., and West Point, Va.	Chesapeake Bay and York River.	225	5 per bushel.	3.83	3.74	do.	do.	do.
Baltimore, Md., and Tappahannock, Va.	Chesapeake Bay and Rappahannock River.	285	do.	3.83	3.68	do.	do.	do.
Baltimore, Md., and Fredericksburg, Va.	do.	285	do.	3.83	3.68	do.	do.	do.

3 Assuming the average weight of 1 bushel of wheat to be 60 pounds.

1 Mean of quotations given.
2 Assuming the average weight of 1 crate of vegetables to be 50 pounds.

San Francisco and Stockton, Cal.....	San Francisco Bay and San Joaquin River.....	94	180 per ton.....	9.00	1.91	(125 per ton ²	6.25	1.33
San Francisco and Sacramento, Cal.....	San Francisco Bay and Sacramento River.....	112	200 per ton.....	10.00	1.79	(90 per ton ²	4.50	.96
Kennewick, Wash., and Portland, Oreg.....	Columbia and Willamette Rivers.....	239	37 per 100 lbs.....	37.00	3.10	(125 per ton.....	6.25	1.12
						12 per 100 lbs.....	12.00	1.00

WOOL.

Between— Hartford, Conn., and New York, N. Y. <i>Atlantic slope.</i>	Connecticut River and Long Island Sound.....	162	22 per 100 lbs.....	22.00	2.72	19 per 100 lbs.....	19.90	2.35
<i>Mississippi Valley, including Gulf slope.</i>								
Between— Charleston and Montgomery, W. Va....	Great Kanawha River.....	28	10 per 100 lbs.....	10.00	7.14	.....	.....	.....
Charleston, W. Va., and Gallipolis, Ohio	Great Kanawha and Ohio Rivers.....	62	(15 per 100 lbs. ²	15.00	4.84	.....	.....	.....
St. Louis, Mo., and Rip Rap, Ill.....	Mississippi River.....	90	(25 per 100 lbs ²	25.00	8.06	.....	.....	.....
Paducah, Ky., and Britt Landing, Tenn.	Tennessee River.....	138	25 per 100 lbs.....	25.00	5.56	.....	.....	.....
Evansville, Ind., and Bowling Green, Ky.	Ohio, Green, and Big Barren Rivers..	190	35 per 100 lbs.....	35.00	5.07	20 per 100 lbs.....	20.00	2.90
Cincinnati, Ohio, and Parkersburg, W. Va.	Ohio River.....	200	20 per 100 lbs.....	20.00	2.11	.....	.....	.....
Cincinnati, Ohio, and Charleston, W. Va.	Ohio and Great Kanawha Rivers.....	263	15 per 100 lbs.....	15.00	1.50	.....	.....	.....
Pittsburgh, Pa., and Charleston, W. Va.	do.....	325	25 per 100 lbs.....	25.00	1.90	.....	.....	.....
Cincinnati, Ohio, and Pittsburgh, Pa..	Ohio River.....	470	40 per 100 lbs.....	40.00	2.46	.....	.....	.....
			30 per 100 lbs.....	30.00	1.28	25 per 100 lbs.....	25.00	1.06
Between— Kennewick and White Bluffs, Wash... Kennewick, Wash., and Portland, Oreg.	Columbia River.....	42	20 per 100 lbs.....	20.00	9.52	.....	.....	.....
	Columbia and Willamette Rivers.....	239	42 per 100 lbs.....	42.00	3.51	31 per 100 lbs.....	31.00	2.59

¹ Assuming the average weight of 1 bushel of wheat to be 60 pounds and 1 sack to contain an average of 2 bushels.² These quotations are from different boats.

TABLE 3.—*Comparison of freight rates by water and by rail over selected routes for September and October, 1912.*

[Sources: Rates by water reported by representatives of steamboats and steamboat lines; rates by rail reported by the Division of Tariffs, Interstate Commerce Commission.]

Route, distance, and commodity.	Water.		Rail.			
	Freight rate.		Freight rate.			
	Per 100 pounds.	Per short ton per mile.	Per 100 pounds.		Per short ton per mile.	
	Amount.	Excess over water.	Amount.	Excess over water.	Amount.	Excess over water.
<i>Between Hartford, Conn., and New York, N. Y. (162 miles).</i>						
Apples:	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
Less than carload.....	16.00	1.98	16.00	.....	2.91	0.93
Carload.....	11.00	1.36	11.00	.....	2.00	.64
Eggs: Any quantity.....	19.00	2.35	19.00	.....	3.45	1.10
Hay:						
Less than carload.....	22.00	2.72	22.00	.....	4.00	1.23
Carload.....	11.00	1.36	11.00	.....	2.00	.64
Potatoes:						
Less than carload.....	13.00	1.60	13.00	.....	2.36	.76
Carload.....	11.00	1.36	11.00	.....	2.00	.64
<i>Between Cincinnati, Ohio, and Pittsburgh, Pa. (470 miles).</i>						
Apples:						
Under 24,000 pounds.....	12.58	1.54	26.00	13.42	1.67	1.13
24,000 pounds and over.....	19.43	1.40	15.00	5.57	.96	.56
Eggs: Any quantity.....	28.30	2.120	35.00	6.70	2.25	1.05
Potatoes:						
Under 24,000 pounds.....	10.53	3.45	18.00	7.47	1.16	.71
24,000 pounds and over.....	7.89	3.34	15.00	7.11	.96	.62
Wool:						
Under 24,000 pounds.....	30.00	1.28	41.00	11.00	2.61	1.36
24,000 pounds and over.....	25.00	1.06	26.00	1.00	1.67	.61

<i>Between Cincinnati, Ohio, and Charleston, W. Va. (263 miles).</i>				<i>Charleston, W. Va., to Cincinnati, Ohio (211 miles).</i>			
Apples: Any quantity.....	1 15.72	1 1.20	Apples: Less than carload.....	22.00	6.28	2.09	.89
Eggs: Any quantity.....	2 37.74	2 2.87	Carload.....	12.00	4.72	1.14	4.06
Hay: Any quantity.....	12.50	.95	Eggs: Any quantity.....	28.50	4.24	2.70	4.17
Potatoes: Any quantity.....	3 13.16	3 1.00	Hay: Less than carload.....	22.00	9.50	2.09	1.14
			Carload.....	12.00	4.50	1.14	.19
			Potatoes: Less than carload.....	15.00	1.84	1.42	.42
			Carload.....	12.00	4.16	1.14	.14
<i>Between Cincinnati, Ohio, and Memphis, Tenn. (749 miles).</i>				<i>Cincinnati, Ohio, to Memphis, Tenn. (494 miles).</i>			
Eggs: Less than carload.....	2 75.47	2 2.02	Eggs: Any quantity.....	60.00	4 15.47	2.43	.21
Potatoes: Less than carload.....	22.50	.60	Potatoes: Less than carload.....	30.00	7.50	1.21	.61
Carload.....	18.50	.49	Carload.....	26.00	7.50	1.05	.56
Wheat: Less than carload.....	13.50	.36	Wheat: Less than carload.....	17.00	3.50	.69	.33
Carload.....	10.00	.27	Carload.....		7.00		.42
<i>Between St. Louis, Mo., and Memphis, Tenn. (415 miles).</i>				<i>St. Louis, Mo., to Memphis, Tenn. (322 miles).</i>			
Apples: Less than carload.....	1 18.87	1.91	Apples: Less than carload.....	25.00	6.13	1.55	.64
Carload.....	1 12.58	1.61	Carload.....	22.00	9.42	1.37	.76
Eggs: Any quantity.....	2 66.04	2 3.18	Eggs: Any quantity.....	50.00	4 16.04	3.11	4.07
Hay: Less than carload.....	20.00	.96	Hay: Less than carload.....	30.00	10.00	1.86	.90
Carload.....	10.00	.48	Carload.....	12.00	2.00	.75	.27
Wheat: Any quantity.....	10.00	.48	Wheat: Less than carload.....	12.00	2.00	.75	.27
			Carload.....	11.00	1.00	.68	.20

¹ Computed from a quoted rate per barrel, assuming average gross weight of 1 barrel of apples to be 150 pounds.

² Computed from a quoted rate per case (30 dozen), assuming the average weight of 1 case to be 53 pounds.

³ Computed from a quoted rate per barrel, assuming the average gross weight of 1 barrel of potatoes to be 190 pounds.
Excess of water rate over rail rate.

TABLE 4.—*Distance and time of transit over selected river routes in the United States during September and October, 1912.*

[Sources: Distances chiefly as reported by the Chief of Engineers, War Department; time of transit as reported by representatives of steamboats or steamboat lines.]

Route.	Miles.	Hours.	Miles per hour.
<i>Atlantic slope.</i>			
Between—			
Newburgh and Wappingers Falls, N. Y.	12	1.50	8.0
Philadelphia, Pa., and Billingsport, N. J.	12	1.00	12.0
New Baltimore and Albany, N. Y.	15	1.75	8.6
Newburgh and Poughkeepsie, N. Y.	16	3.00	5.3
Philadelphia, Pa., and Bridgeport, N. J.	18	2.00	9.0
Philadelphia and Chester, Pa.	18	1.50	12.0
Hartford and Middletown, Conn.	20	2.00	10.0
Burlington, Vt., and Plattsburg, N. Y.	22	1.50	14.7
Gardiner and Bath, Me.	24	2.50	9.6
Newburgh and Haverstraw, N. Y.	24	4.00	6.0
Jacksonville and Green Cove Springs, Fla.	30	4.00	7.5
Philadelphia, Pa., and Wilmington, Del.	31	2.00	15.5
Albany and Catskill, N. Y.	33	3.50	9.4
Philadelphia, Pa., and Trenton, N. J.	36	3.00	12.0
Burlington and St. Albans Bay, Vt.	40	3.50	11.4
Lake George and Baldwin, N. Y.	40	3.00	13.3
Hartford and East Haddam, Conn.	41	3.75	10.9
Philadelphia, Pa., and Salem, N. J.	45	4.00	11.2
Philadelphia, Pa., and Delaware City, Del.	45	4.00	11.2
Georgetown and Conway, S. C.	46	8.00	5.8
Hartford and Lyme, Conn.	49	5.00	9.8
Jacksonville and St. Augustine, Fla.	58	12.00	4.8
Savannah, Ga., and Beaufort, S. C.	60	7.00	8.6
Washington, D. C., and Mount Holly, Va.	84	18.00	4.7
Georgetown, S. C., and Cains Landing—Peedee River	86	24.00	3.6
Philadelphia, Pa., and Frederica, Del.	90	10.00	9.0
Newburgh and Troy, N. Y.	91	11.00	8.3
New York and Saugerties, N. Y.	98	10.00	9.8
Kissimmee and Fort Bassenger, Fla.	100	48.00	2.1
Norfolk and Richmond, Va.	116	12.00	9.7
Baltimore, Md., and Philadelphia, Pa.	120	12.00	10.0
Baltimore and Salisbury, Md.	142	15.00	9.5
Jacksonville and Sanford, Fla.	147	18.00	8.2
Baltimore and Bristol, Md.	150	24.00	6.2
Baltimore, Md., and Seaford, Del.	160	16.00	10.0
Hartford, Conn., and New York, N. Y.	162	14.00	11.6
Baltimore, Md., and Norfolk, Va.	184	¹ 12.50 ¹ 12.00	¹ 14.7 ¹ 15.3
Baltimore, Md., and West Point, Va.	195	15.00	13.0
Savannah and Augusta, Ga.	202	84.00	2.4
Baltimore, Md., and Tappahannock, Va.	225	17.00	13.2
Baltimore, Md., and Fredericksburg, Va.	285	40.00	7.1
Macon and Brunswick, Ga.	370	36.00	10.3
<i>Mississippi River and tributaries, including Gulf slope.</i>			
Between—			
Memphis, Tenn., and Mount City, Ark.	4	1.00	4.0
Shawneetown and Cave in Rock, Ill.	25	6.00	4.2
Charleston and Montgomery, W. Va.	28	10.00	2.8
Calro, Ill., and Paducah, Ky.	45	² 4.00 ³ 5.00	² 11.2 ³ 9.0
Lake Charles and Cameron, La.	53	7.00	7.6
Alton and Hamburg, Ill.	54	30.00	1.8
Charleston, W. Va., and Gallipolis, Ohio.	62	¹ 24.00 ¹ 10.00	¹ 2.6 ¹ 6.2
Memphis, Tenn., and White Hall, Ark.	65	12.00	5.4
Albany and Bainbridge, Ga.	69	12.00	5.8
Shawneetown and Rosiclare, Ill.	76	10.00	7.6
New Orleans and Donaldsonville, La.	79	18.00	4.4
St. Louis, Mo., and Rip Rap, Ill.	90	48.00	1.9
St. Louis, Mo., and Hamburg, Ill.	90	48.00	1.9
Vicksburg and Natchez, Miss.	100	36.00	2.8
Chattanooga and Kingston, Tenn.	104	40.00	2.6
Memphis, Tenn., and Friar Point, Miss.	105	12.00	8.8
St. Louis and Louisiana, Mo.	107	12.00	8.9
Cincinnati, Ohio, and Louisville, Ky.	128	² 12.00 ¹ 3 15.00	² 10.7 ¹ 8.5
Evansville, Ind., and Paducah, Ky.	137	36.00	3.8
Britts Landing, Tenn., and Paducah, Ky.	138	24.00	5.8
Chattanooga, Tenn., and Decatur, Ala.	160	96.00	1.7
Apalachicola, Fla., and Bainbridge, Ga.	173	16.00	10.8
Evansville, Ind., and Louisville, Ky.	185	30.00	6.2

¹ These quotations are from different boats.² Downstream.³ Upstream.

TABLE 4.—Distance and time of transit over selected river routes in the United States during September and October, 1912—Continued.

Route.	Miles.	Hours.	Miles per hour.
<i>Mississippi River and tributaries, including Gulf slope—Continued.</i>			
Between—			
Bowling Green, Ky., and Evansville, Ind.....	190	30.00	6.3
St. Louis, Mo., and Peoria, Ill.....	200	30.00	6.7
Cincinnati, Ohio, and Parkersburg, W. Va.....	200	24.00	8.3
Memphis, Tenn., and Arkansas City, Ark.....	209	30.00	7.0
Mobile and Demopolis, Ala.....	230	48.00	4.8
New Orleans and Bayou Teche, La.....	¹ 240	40.00	6.0
Memphis, Tenn., and Cairo, Ill.....	254	38.00	6.7
Charleston, W. Va., and Cincinnati, Ohio.....	263	48.00	5.5
Memphis, Tenn., and Paducah, Ky.....	299	46.00	6.5
Mobile and Selma, Ala.....	308	72.00	4.3
Charleston, W. Va., and Pittsburgh, Pa.....	325	² 48.00	² 6.8
		³ 72.00	³ 4.5
New Orleans and Harrisonburg, La.....	340	150.00	2.3
Columbus, Ga., and Apalachicola, Fla.....	360	132.00	2.7
Vicksburg Miss., and Memphis, Tenn.....	370	72.00	5.1
St. Paul, Minn., and Davenport, Iowa.....	378	60.00	6.3
Kansas City and St. Louis, Mo.....	407	² 40.00	² 10.2
		³ 60.00	³ 6.8
Memphis, Tenn., and St. Louis, Mo.....	415	72.00	5.8
New Orleans, La., and Carriola, Ark.....	446	84.00	5.3
Cincinnati, Ohio, and Pittsburgh, Pa.....	470 ^e	84.00	5.6
Cincinnati, Ohio, and Memphis, Tenn.....	749	108.00	6.9
<i>Pacific slope.</i>			
Between—			
Kennewick and White Bluff, Wash.....	42	8.00	5.2
Brewster and Wenatchee, Wash.....	70	² 7.00	² 10.0
		³ 13.00	³ 5.4
Wenatchee and Bridgeport, Wash.....	79	² 8.00	² 9.9
		³ 20.00	³ 4.0
San Francisco and Walnut Grove, Cal.....	80	8.00	10.0
San Francisco and Stockton, Cal.....	94	12.00	7.8
San Francisco and Sacramento, Cal.....	112	12.00	9.3
Kennewick, Wash., and Portland, Oreg.....	239	30.00	8.0

¹ Boat routes from New Orleans to St. Martinsville range from 174 to 257 miles.² Downstream.³ Upstream.

TABLE 5.—Number of intermediate landings and average distance between landings over selected routes.

Route.	Number of intermediate landings, as reported.	Miles.	Average miles between landings.
Between—			
Cincinnati, Ohio, and Memphis, Tenn.....	346	749	2.16
St. Louis, Mo., and Memphis, Tenn.....	318	415	1.30
St. Louis, Mo., and Waterloo, Ala.....	267	513	1.91
Apalachicola, Fla., and Columbus, Ga.....	246	360	1.46
Pittsburgh, Pa., and Cincinnati, Ohio.....	141	470	3.31
Evansville, Ind., and Bowling Green, Ky.....	71	190	2.64
Baltimore, Md., and Fredericksburg, Va.....	34	285	¹ 8.38
			¹ 3.12
Hartford, Conn., and New York, N. Y.....	12	162	¹ 12.50
			¹ 4.33
Baltimore, Md., and Seaford, Del.....	12	160	¹ 12.31
			¹ 3.42
Baltimore, Md., and Norfolk, Va.....	1	184	92.00

¹ Average for part of route on which the group of intermediate landings are located. Distances: Hartford to mouth of Connecticut River, about 52 miles; Fredericksburg to mouth of Rappahannock River, about 106 miles; Seaford to mouth of Nanticoke River, about 41 miles.

TABLE 6.—*Summary of average rates of speed of steamboats on inland waterways.*

Rate, miles per hour.	Number of average rates reported.			
	Atlantic slope.	Mississippi Valley, including Gulf slope.	Pacific slope.	Total.
Less than 4.....	3	12	0	15
4 and less than 6.....	4	15	3	22
6 and less than 8.....	4	14	1	19
8 and less than 10.....	13	5	3	21
10 and less than 12.....	9	4	2	15
12 and over.....	10	0	0	10
Total.....	43	50	9	102

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